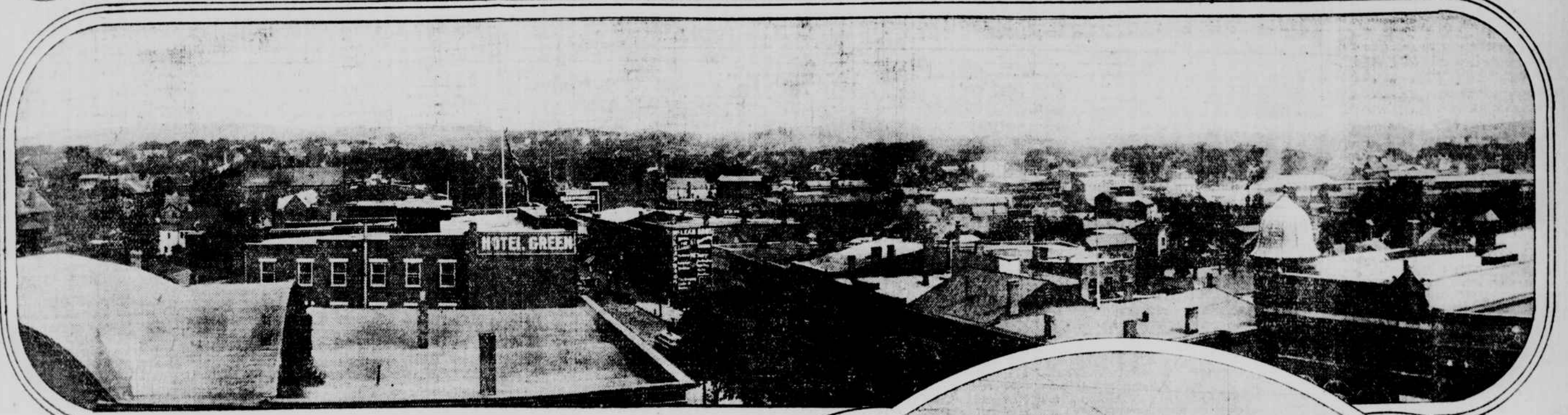




# DANBURY A CONNECTICUT PROGRESSIVE CITY



Photos by Baisley Studio

## Danbury Seeking More Prosperous Industries

Campaign Launched by Business Men's Association of the Town.

HOPE TO ENLARGE HOME SECTIONS, TOO

Beautiful City of Fairfield County, Conn., Well Located for Commercial Expansion.

Danbury, Conn., extends a hearty invitation to the heads of all prosperous industrial concerns looking for larger sites within a short distance by rail of New York to come to their city, which is beautifully located at the foothills of the Berkshires, and to see for themselves the many advantages the town offers to industries. For many years the city has been noted wherever hats are worn as one of the largest hat manufacturing centers in the world.

Every resident of the town is proud of the prestige won by Danbury as a hatting center, and also of the business done by other flourishing manufacturing establishments located there, among which are two large silver plating concerns, silk mills and a box making factory. They hope to see the city of Danbury add to its industrial fame by having many more prosperous manufacturing establishments locate there. Moreover, the residents of the place are also desirous of having thousands of persons who are dwellers in the metropolis become thoroughly acquainted with the many charms of this growing

Highland division of the New Haven is at Hartford.

Danbury now possesses all the necessary requisites for quick industrial expansion, as well as for the rapid enlargement of its retail trade and home areas. The town has one of the strongest shopping districts in the State of Connecticut. Thousands of persons living within ten or twenty miles of this shopping center are steady customers there. Many thousands more would be frequent purchasers in the Danbury shops, too, if the outlying rural home settlements were tapped by trolleys. Danbury has not the trolley lines that a place of its size and importance should have, and this is about the only big defect in its physical make-up, and that defect the Business Men's Association and certain leading citizens of the town would like to have removed as soon as possible.

At the present time Danbury has only one suburban trolley line. The line runs to Bethel, a distance of about five miles, through a most picturesque rural region. The Danbury and Bethel line which operates the local and suburban routes was bought not long ago by Messrs. Jones and Saunders. They are said to represent Morton F. Plant, who has done so much in recent years for the upbuilding of New London, Conn., where he has a palatial summer home.

The Business Men's Association and every resident of the town of Danbury would like to see built soon a trolley line extending from Danbury to Brookfield, Still River and New Milford. Brookfield is about six miles from the hatting town, and has a population of between 1,000 and 1,500. Still River is a short distance beyond Brookfield, and New Milford is about sixteen miles from Danbury. A trolley to New Milford would also prove of incalculable value to the residents of New Preston, Washington and Litchfield, as they would be able on many occasions to shop in Danbury or to enjoy other advantages which that city offers, such as the entertainments afforded by its theatres, its banking facilities and its educational opportunities.

There is every possibility that within a few years at the most Danbury will be on a direct and high speed trolley route to Bridgeport. A line has been built already from Bridgeport extending for several miles in a northwesterly direction. That proposed trolley line, if extended to the hatting town would run through Trumbull, Stepping, Newtown and Hawleyville, and a number of small villages.

What a great impetus will be given to the projects for the upbuilding of Danbury into a greater industrial and home town when a part or all of these trolley links have been made. The trolley lines will not only provide a splendid steel highway for people living in the nearby settlements to travel to and from Danbury, but will give to industrial concerns a wider territory in which to find skilled helpers. There are now hundreds of bright young men and women who would like to join the industrial workers of Danbury, but cannot do so because of their inability to travel daily between their home towns and Danbury.

Within ten miles of Danbury is the beautiful town of Ridgefield, Conn. Many persons prominent in professional and social walks are residents there. Quite a large number of them would do a large part of their shopping in Danbury if the proposed extension of the Westchester & Northern Railroad, from White Plains to Danbury, was built and in operation. When the plans of the New York, Boston & Westchester Railroad, which extends through the easterly sections of The Bronx to Mount Vernon, White Plains and New Rochelle, in Westchester County, were made public, about eight years ago, it was officially said at that time that the Westchester and Northern route would be built so as to provide a shorter way from New York City to the heart of the Berkshires Hills. The right of way for the road from White Plains to Danbury, with the exception of a little strip of land, was bought many years ago. That line from the city to the Berkshires would be almost in a straight line north and would therefore lessen the distance between Danbury and the heart of the city by about eighteen miles. Danbury is now sixty-five miles from New York by way of the Berkshires division of the New Haven road, and consequently, when the Westchester & Northern is in operation it will be only a journey of forty-seven miles from the metropolis.

The Business Men's Association of Danbury is also in favor of building at an early date a trolley line from their town to Brewster, N. Y. The Danbury

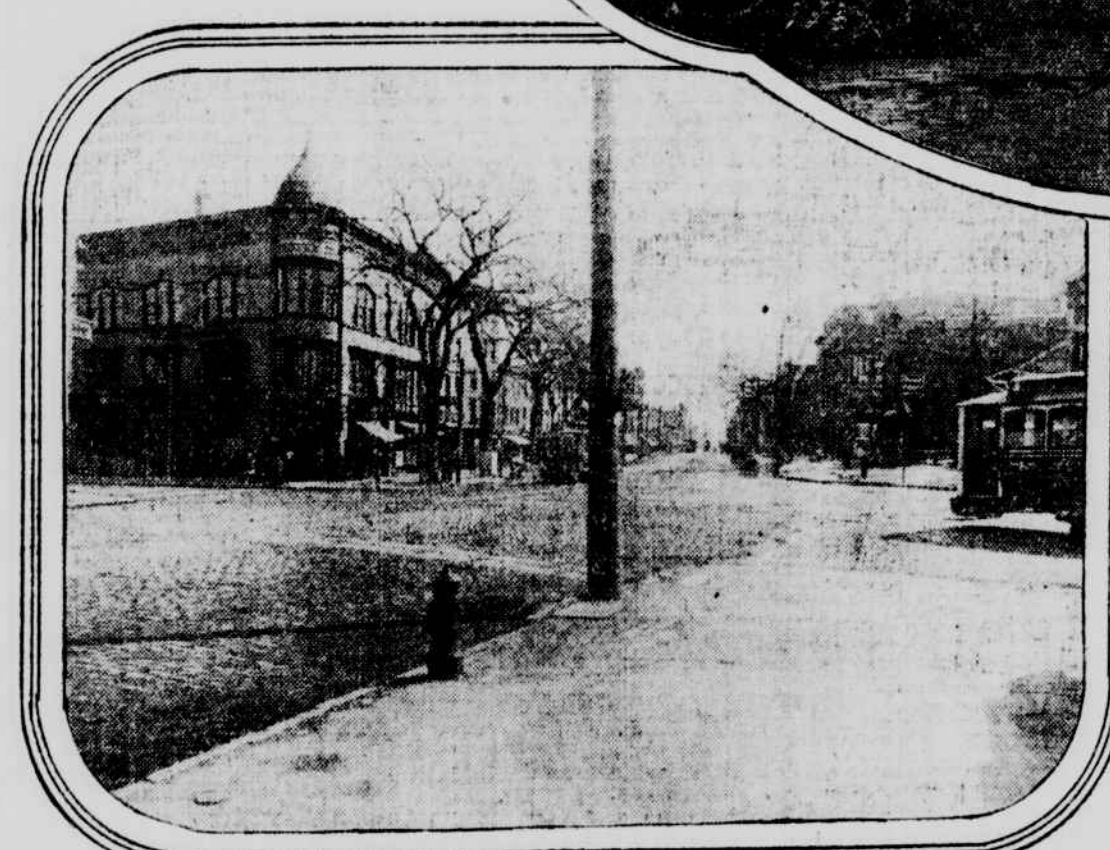
trolley line, now in operation, extends quite some distance toward Brewster, and about five miles of road would be needed to make a complete line to Brewster.

The advantages of a trolley line between the two towns to the residents along the line would be many. Brewster is a rapidly growing place, about fifty-two miles from the Grand Central Terminal, at 42d street and Fourth avenue.

The Business Men's Association of Danbury, leaders in this movement for a greater and better Danbury, was launched about fifteen years ago. It originally was called the Merchants' Association. Three years after its organization its name was changed to the present title. It was



MAIN ST. LOOKING NORTH FROM WEST ST. SQUARE



MAIN ST. LOOKING SOUTH

## Danbury Has a Model Water Supply Plant

Total Capacity of Its Six Reservoirs 2,160,427.375 Gallons.

Danbury is a town with many city improvements which provide a pattern for other progressive communities. Hundreds of students of municipal affairs say that its water and sewer systems are model ones.

The town has a water system with a total capacity of 2,160,427.375 gallons. There are six reservoirs. One is Lower Kohanza, which was constructed in 1899 and reconstructed some years later. It is a distributing reservoir, with a capacity of 2,160,427.375 gallons. Upper Kohanza is a storage reservoir which was constructed in 1896 and reconstructed in 1899. It has a capacity of 119,821,000 gallons. East Lake is a storage reservoir built in 1885, with a capacity of 352,640,000 gallons. Boggs Pond, one of the storage reservoirs of the system, has a capacity of 231,253,000 gallons. The giant storage and distributing reservoir of this fine water supply system is West Lake. It was constructed in 1896 and has a capacity of 1,354,000,000 gallons. At the Padanaram distributing reservoir, which was built by the town of Danbury in 1883, the total capacity is 41,839,275 gallons. These facts and figures are given hereafter in order to show how well the City of Danbury worked out its water supply problems.

Chemists of the Connecticut State Laboratory who analyze the water at stated intervals say that the water supply is not only absolutely pure, but that a better water system could not have been planned for the needs of the town. The supply, according to experts, is adequate for a town twice the size of Danbury, provided there was no unnecessary waste. D. Frank Stevens, Superintendent of the Water Works, has taken effective steps since he has had charge of the Water Department to prevent such waste, and his efforts have merited the unstinted praise of all persons who are conversant with the successful plans he has carried out.

West Lake, the giant reservoir and distributing station of the system, has a depth of 25 feet. The water in that lake is now 22 feet high. That is the highest mark it has reached since the spring of 1907, when the reservoir was completed. The success achieved by Superintendent Stevens in preventing water waste is attributed to the skillful manner in which he has operated the gates in the water conduits.

West Lake is 215 feet above Main street, Danbury, and 32 feet above Upper Kohanza and Padanaram. Owing to its splendid water supply system and the fact that the city is many feet below the level of the giant storage and distributing lake, Danbury has no dread of being unable to cope with fires in its manufacturing or home centers. No pumping is required to get a pressure of 90 pounds an inch at the City Hall, on Main street. The normal pressure in the business and home sections is usually between 81 and 82 pounds

an inch, the high mark in this respect being 95 pounds.

Danbury is always able to furnish manufacturers with water for industrial purposes at very reasonable rates. Some of the largest manufacturing concerns of Danbury, which use thousands of gallons a year, have not large water bills to pay. That is proof positive of the reasonableness of the rates. Every effort is made by officials of the city to keep the water charges of the industrial plants as low as possible, and no manufacturing concern which is serious in thinking of locating in Danbury is ever likely to be burdened with big water bills. One of the announcements of the water department of Danbury is as follows: "If you are a manufacturer and your water for factory use costs more than \$3 a year write to

formed not only to increase the prosperity of the business men or merchants of the town, but also to do everything within its power for the advancement of the general prosperity of the community. Hence, it is an organization representative of every interest in the place. It will do everything possible within reason for the establishment of new industries which pay good wages and which would be an advantage to have.

## AT RIVER VIEW COLONY

### Many Homes Being Erected at North Yonkers Development.

The River View colony at North Yonkers is a development which is being promoted by the River View Building Company. In the last fifteen months nine one-family cottages have been built, and seven of them have been sold, and the company has in contemplation the building of several other one-family cottages at this location, where it owns considerable unimproved property.

## WIDELY NOTED FOR ITS HEALTHFULNESS

Danbury Is Also Far Famed for Diversity of Scenery.

"The city of Danbury has had a number of times the lowest yearly death record in Connecticut.

"The healthfulness of Danbury is principally due," says Mayor Anthony Sunderland, "to the perfect natural drainage of the town. A large part of the city lies in a broad valley, and surrounding that center are numerous residential sections.

"One of the most striking physical features of Danbury is the diversity of scenery. The land on which the city stands is mostly rolling, and within a few hundred feet of the principal business thoroughfare of the town are hillsides adorned with modern houses, from which may be had a most commanding view of the surrounding country. Many picturesque driveways run from the center of the town to the rural sections. We have about fifteen miles of permanent city roads, and plans are under way for increasing that mileage. Danbury has miles of wooded streets, miles of water and sewer main, splendid public and parochial schools, a large free library, numerous churches, many strong social clubs and a large number of long established and vigorous Masonic and fraternal organizations.

"We have, indeed, some home districts, such as Deer Hill avenue, Fairview avenue, Pleasant street, Park avenue and many other places, which equal, if they do not exceed in beautiful architectural lines, the best home areas of other cities in Connecticut.

"Of our police department we are very proud. We installed, some years ago, a signal system by which police headquarters can call instantly any policeman on the duty and send him to any part of the city. I notice that this system is now being introduced in many of the larger cities in this country. There was talk

not long ago of New York adopting this form of signaling.

"For the nominal sum of \$50 a year a private contracting concern collects the city garbage daily, carts it to a place about two miles from the center of the town and there destroys it.

"We have no burdensome ordinances to harass flourishing manufacturing concerns. Our municipal affairs are conducted in a way to foster industrial and residential growth. And we are happiest as we gaze about us and see our beautiful city, with healthful building activity in both the factory and the home districts, and with contented people everywhere."

## Engraving Co. Leases Floor.

N. Brigham Hall and William D. Bloodgood leased 5,000 square feet on the top floor in the building nearing completion at No. 139 to 155 Lafayette street, to the Farmer-Zehr Engraving company for a term of years.

## Rent Warren Street Building.

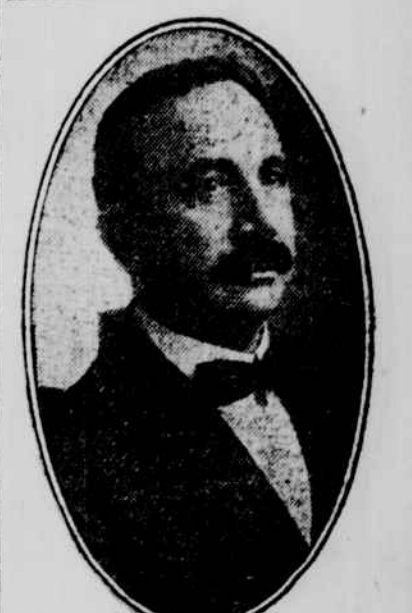
Horace S. Ely & Co. leased the entire building at No. 29 Warren street



MICHAEL A. KEANE, Superintendent of Public Works.



D. FRANK STEVENS, Superintendent of the Waterworks.



ANDREW R. JONES, President of the Danbury Hardware Company.

the Water Department of the City of Danbury and get our figures." The water department of the city has been so ably managed that, beginning next June, there will be a reduction in all bills for residences of \$1 a year. The city was able to pay off \$25,000 on a bonded indebtedness of \$30,000 incurred by the building of the water supply system. The water works and sewer system is valued by experts at many millions.

What an instructive lesson in the disposal of sewage many officials of interior towns in New Jersey and in other parts of the suburban districts of the metropolis would receive if they went to Danbury and inspected the sewer system there! Danbury is quite a distance inland, being some miles from Long Island Sound; yet it has satisfactorily solved its sewage disposal problems. The sewage flows through mains to filtration beds, where the sewage is destroyed by oxidation. The filtration beds cover many acres, and can be increased in numbers whenever the necessity demands it. Michael A. Keane, Superintendent of Public Works, has charge of the operation of the sewage plant. He is an efficient official and a foremost citizen of this progressive town.



ANTHONY SUNDERLAND, Mayor of Danbury, Conn.

city of Fairfield County, Conn., as an entrancing summer place. And while these rural graces of the town as a summer vacation ground are being revealed, they feel certain the New York people will also learn of the innumerable attractions of the city as a permanent home town.

Danbury, to use a real estate expression, is a well rounded town. It is industrially vigorous and a delightful place for an all-year or summer home.

Foremost in the campaign to bring about as quickly as possible the enlargement of the industrial and residential districts of Danbury is the Business Men's Association of the town. The organization is ably supported in this laudable work by many persons. There seems to be bright prospects that the aims of the association will bear good fruit in large abundance at an early date.

Danbury has a population of about 25,000, over 6,000 persons being engaged in the hatting industry. Its steam railroad connections are excellent. The town is one of the principal stations on the Berkshire division of the New Haven Railroad and is about sixty-five miles north-easterly from the greater Grand Central Station, at 42d street and Fourth avenue, New York. It is also one of the principal stations on the Highland division of the New Haven road, which connects various sections of New York State by way of the Poughkeepsie Bridge, and Brewster, with Western, Central and Southern Connecticut. The easterly terminus of the